The Hongkong Telegraph.

N°. 2051. MONDAY, OCTOBER 8, 1888. SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st September 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL ..... £2,000,000.
PAID-UP CAPITAL ..... 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
10] HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... $7,500,000.
RESERVE FUND ..... 4,000,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. POERNICKER, Esq.
J. F. HOLLIDAY, Esq. N. A. SIBBS, Esq.
B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 4th September, 1888. [8

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1888. [95

Intimations.

FOR A FEW DAYS ONLY.

SPECIAL CHEAP SALE.

Further Reduced Price.

IN order to effect a SPEEDY CLEARANCE of ROSE & Co.'s SURPLUS STOCK (pending the arrival of NEW AUTUMN GOODS from Europe), the remaining portion has been re-marked at FURTHER REDUCED PRICES, and will be offered on

MONDAY NEXT,

AND FOLLOWING DAYS.

SPECIAL LINES.

AUTUMN DRESS GOODS.	BLACK & COLORED SILKS,
BLACK SATINS,	MANTLES (Paris make),
MILLINERY,	SHEETINGS,
HOSIERY,	TABLE LINENS,
CORSETS,	TOWELS,
BLANKETS,	CURTAINS.

AND ABOUT 1,000 REMNANTS.

☞ *Outport Orders receive Special Attention.* ☜

THE HALL & HOLTZ CO-OP. CO., LD.,
(Late ROSE & Co.)
QUEEN'S ROAD, HONGKONG.

Hongkong, 6th October, 1888. [919

KELLY & WALSH, LD.

LIST OF BOOKS OFFERED AT GREATLY REDUCED PRICES.

STATESMAN'S Year Book, 1888, $4 for $2.
do. 1886 & 1887, $4 for $1.
Foreign Office List, 1888, $2.50 for $1.50.
Lloyd's Universal Register of Shipping, 1888, $25 for $15.
Portfolio, Illustrated Art Volume, 1887, $15 for $7.50. Medical Directory, 1883, 12/ for $1.
Every Girl's Annual, 1886, $2.50 for $1.
Beeton's Great Book of Poetry, $3 for $1.50.
Black's Household Medicine, $3 for $2.
Harper's Young People, 1886, $3 for $1.
Every Boy's Annual, 1886, $2.50 for $1.
Edmond Yates' Autobiography, 2 vols. $10 for $4.
Swinburne's William Blake, $7.50 for $2.50.
Young's Fires, Fire Engines and Fire Brigades, $8 for $4.
Draper's Scientific Memoirs, $4 for $1.
Vining's An Inglorious Columbus, $6 for $2.
Dr. F. G. Lee's Directorium Anglicanum, $4 for $1.
Merivale's History of Rome, $2.50 for $1.25.
Morley's Life of Richard Cobden, $6 for $2.
Caird's Introduction to the Philosophy of Religion, $4 for $2. Burton's Two Trips to Gorilla Land, 2 vols., $6 for $2.
Gardner & Spedding's Studies of English History, $4.50 for $2.
How to Build a House, $4 for $2.
Captain Markham's Northward Ho! $4 for $1.
House-Owner's Estimator, or what will it cost to build, alter or repair. $1.50 for $1.
Life of Alexander II. of Russia, $4 for $1.
Merivale's Early Church History, $1 for $1.
Butler's Unconscious Memory, $3 for $1.
Aplohn's Life and Work of Lord Beaconsfield, $1 for 50 cents.
Aplohn's Life of Richard Cobden, $1 for 50 cents.
How I became a Sportsman, $2.50 for $1.
Sir David Brewster's Myths of Science, $2.25 for $1. Fuller's Practical Forestry, $2 for $1.
Gardner's Early Chronicles of Europe, $1.50 for $1. Plutarch's Lives, $1.50 for $1.
Hausser's Fabulous Gods of the Bible, $2 for $1.
Woodhouse's Military Religious Orders, $1.50 for $1.
Herbert's Hints to Horse Keepers, $3 for $1.
Max Muller's Biographical Essays, $3 for $1.50.
The Stephensons and the Railway Pioneers, $1 for 50 cents.
Trials of Jetta Malaubret by Victor Cherbuliez, $1.50 for $1.
Timb's Practical Hints on Housekeeping, $2 for $1.
Reynold's Continuous Railway Brakes, $3.50 for $2. Professor Fevrier's Works, $3 for $1.

LETT'S DIARIES, 1889.

—(o)—

W. BREWER

WILL RECEIVE BY

GLENFINLAS,

AND WILL SELL AT

ENGLISH PUBLISHED PRICES.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 2nd October, 1888. [100

LANE, CRAWFORD & CO.

HAVE RECEIVED NEW STOCKS OF

CRICKETING GOODS:—
BATS, BALLS, STUMPS, LEG-GUARDS, &c.
CAPS, FLANNEL SHIRTS, SHOES, and SCORING BOOKS.

TENNIS GOODS:—
BATS and BALLS from Various Makers.
NETS, POLES, COURT MARKERS, &c.
TENNIS SHOES.
BATS RE-STRUNG.
LAWN MOWERS.
BILLIARD TABLES, CUES, BALLS, RESTS, &c.

LANE CRAWFORD & Co.

Hongkong, 7th September, 1888. [29

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888. [91

Masonic.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zetland Street, on SATURDAY, the 13th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 5th October, 1888. [996

To be Let.

TO LET.

NOS. 53, 55, 57, PEEL STREET, opposite UNION CHURCH.
Apply to
EDWARD GEORGE.

Hongkong, 6th October, 1888. [1001

TO LET,
IMMEDIATE POSSESSION.

BUNGALOW, No. 35, Pokfulum Road and Third Street.
OFFICES and SHOPS in "BEACONSFIELD ARCADE," Queen's Road.

From 22nd Instant.
"ROCKYDA" GAP, THE PEAK. Rent moderate.
Apply to
BELILIOS & Co.

Hongkong, 5th October, 1888. [995

TO LET.

ROOMS in "COLLEGE CHAMBERS."
GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 12th July, 1888. [12

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

Captain Cobban, will be despatched for the above Ports, TO-MORROW, the 9th October, at 4 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, 6th October, 1888. [999

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MOYUNE,"

J. S. Hogg, Commander, will be despatched as above TO-MORROW, the 9th October, at NOON.
This Steamer has superior Passenger Accommodation.
For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 4th October, 1888. [940

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE, VIA FOOCHOW.
Calling at QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.

THE British Steamer

"TARTAR,"

Captain Bailey, will be despatched as above on WEDNESDAY, the 10th instant, at 4 P.M.
Attention is directed to this Steamer's comfortable Saloon and State Rooms, affording excellent Accommodation for First Class Passengers.
Fare to Sydney or Melbourne $150.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 8th October, 1888. [913

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE, VIA SINGAPORE AND JAVA.
Taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.

THE British Steamer

"GHAZEE,"

Captain Scotland, will have quick despatch for the above Ports.
Attention is directed to this State Rooms, affording excellent Accommodation for First Class Passengers.
Fare to Sydney or Melbourne $150.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 8th October, 1888. [985

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

"AMPHITRITE,"

Captain L. Lemesich, will be despatched as above on THURSDAY, the 11th of October, at NOON.
For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.
O. BACHRACH,
Agent.

Hongkong, 28th September, 1888. [967

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"SURAT"

will leave for the above place about 24 hours after her arrival with the outward English Mails:
E. L. WOODIN,
Superintendent.

Hongkong, 6th October, 1888. [3

Shipping.

STEAMERS.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA"

will leave for the above places on SATURDAY, the 13th October, at DAYLIGHT.
E. L. WOODIN,
Superintendent.

Hongkong, 5th October, 1888. [3

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"STURA,"

Captain Caboara, will be despatched as above on SATURDAY, the 13th inst., at NOON.
At Bombay the Steamers are discharging in Prince's Docks.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 5th October, 1888. [998

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 A. I. I. American Ship

"GREAT ADMIRAL,"

J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

Hongkong, 18th September, 1888 [924

FOR NEW YORK

THE 3/3 L. I. I. American Ship

"MARY L. STONE,"

Josselyn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.

Hongkong, 20th August, 1888. [812

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC"

will be despatched for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 17th October, at THREE P.M.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months 350.00
To Liverpool 325.00
To London 330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent

Hongkong, 27th September, 1888. [2

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 28th day of October, 1888, at 10 A.M., the Company's Steamship "NECKAR," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 27th October, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 1st October, 1888. [4

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;
ALSO,
MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "BOKHARA," Captain S. Bason, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, the 10th October, at NOON.
Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.
Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route viâ Colombo.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 28th September, 1888. [3

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"ALBANY,"

2,276 Tons Register, Porter, Commander, will be despatched for VANCOUVER, B.C., *via* KOBE and YOKOHAMA, on THURSDAY, the 25th October, at THREE P.M.
To be followed by the S.S. "BATAVIA", on 15th November, and S.S. "PARTHIA," on 13th December.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria ... (Mex.) $160.00
To San Francisco 175.00
To all Common Points in Canada and the United States 230.00
To Liverpool 300.00
To London 305.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 P.M. on the 24th October.
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 6th October, 1888. [36

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 27th October, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months 350.00
To Liverpool 325.00
To London 330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, 6th October, 1888. [1

Intimations.

A. S. WATSON & CO., LTD.

OUR NEW SEASON'S

FLOWER AND VEGETABLE SEEDS

ARE NOW READY.

Flower	Parcels of 50 Packets,	price,	$10.00
"	" of 20 "	"	5.00
Vegetable	" of 45 "	"	7.53

Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.

In Packets of six or more named varieties,

viz :—

CLOVE PINKS—PANSIES—PHLOX—HOLLYHOCKS—PORTULACA, VERBENA and PETUNIA.

MIGNONETTE MACHEL

(The New Variety).

Priced Catalogue on application.

THE HONGKONG DISPENSARY,

Hongkong, 31st August, 1888. [5

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 8, 1888.

THE "FATSHAN" SMUGGLING CASE.

DECISION AGAINST THE CUSTOMS.

Our Canton correspondent wires that Mr. Consul ALABASTER delivered a rather lengthy written judgment to-day, in which, after reviewing the legal aspects of the case put before him, he acquits Captain GOGGIN of the charge laid against him—of having handed in a false manifest to the Customs—, but leaves over the question of costs.

This is only what might reasonably have been expected after the extraordinary manner in which the case was conducted on both sides, and we are forced to the conclusion that the shareholders of the Steamboat Company are to be commiserated with, rather than congratulated upon a victory which promises to prove so expensive. In using the term 'expensive' we do not refer to the costs of this prosecution—anybody who knows the rudiments of law as regards criminal prosecutions must know that on that point there cannot be the slightest doubt—, but especially to what is certain to come hereafter. However, we shall deal at length with this subject, which is one of very considerable general importance, as soon as we receive the full text of Mr. CHALONER ALABASTER'S judgment.

TELEGRAMS.

(Reuter.)

AUSTRIA AND GERMANY.

LONDON, October 5th.

The Emperor of Germany has arrived at Vienna and been cordially received by the Emperor of Austria.

At a banquet held in His Majesty's honour, the Emperor of Austria in his speech dwelt upon the friendly alliance of Austria and Germany, to which the Emperor of Germany replied, warmly reciprocating the sentiments of His Majesty.

EGYPT.

Intelligence from Suakim reports the tribes as quiet and that the Garrison had been reinforced.

(From the Straits Times.)

SUAKIM.

SUEZ, September 27th.

The rebels surrounding Suakim have been reinforced and continue their attacks.

SOUTH AFRICA.

It has been proposed by the Cape Government to annex Boconanaland.

THE SCARE IN WASHINGTON.

WASHINGTON, September 28th.

Owing to frosty weather, yellow fever is abating and the alarm subsiding.

LOCAL AND GENERAL.

THE Government Astronomer reports to-day that a storm is raging in Japan.

THE agents (Messrs. Jardine, Matheson & Co.) inform us that the steamer *Glenfinlas*, from London, left Singapore for this port on the 6th inst.

INSPECTOR W. Stanton has been appointed Examiner of Weights and Measures (under *Ordinance 8 of 1886*) *vice* Inspector W. Baker, resigned.

SOME of the convicts who made the recent attempt to escape were brought before Mr. Pollock on remand this morning. Inspector Stanton stated that the men who were in Hospital were progressing, but Dr. Marques did not think they would be able to attend for several weeks yet. The case was remanded for eight days.

THE Stamp revenue for the month of September, according to a return from the Acting Collector published in the *Government Gazette*, amounted to $14,461.74, as against $16,765.07 for the same period last year, thus showing a decrease of $2,303.33. The principal items accounting for this deficiency are $2,489.40 for conveyances and assignments, $650 for probate or letters of administration, and $230.10 for transfers of shares.

IT is officially notified that Lady Des Vœux will be at home to receive visitors at Government House on Mondays from 4 to 6 p.m., commencing the 15th inst.

THE P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco to the 19th ulto., has arrived at Yokohama, and will leave for this port on the 10th inst.

THE Freemasons of Singapore have decided to give a Masonic Ball on November 9th, that date having been selected as the anniversary of the Prince of Wales, the M. W. Master of the Grand Lodge of England.

ALTHOUGH the recent bread riots in France, caused by the failure of the harvest to answer expectations, do not appear to have been of a very serious character, the Government will probably find it politic to suspend the protective duty on cereals.

THE telegram published the other day, dated Vienna, September 18th, should read—"Austria and Germany have jointly *approached* King Milan (of Servia), with a view to induce him to become reconciled to Queen Nathalie, and to stop the divorce proceedings."

ON Saturday a woman in charge of a boat laden with kerosine thought the moment when alongside the Praya favourable for cooking rice. She paid $10 for the privilege this morning. Another misguided individual paid $3 for the privilege of making a spittoon of the Court when hearing the case.

"LOOK here," said the editor of a more or less esteemed comtemporary to one of his talented staff, "how do you spell 'biscuit?'" "B-i-s-k-o-t" was the prompt reply. "Yes I see, that's the way you have it here. You ought to boil down a spelling book and take a tea-spoonful of the decoction three times a day. The proper way to spell it is 'b-i-s-q-u-i-t.'"

THE four coolies who were charged with stealing goods to the value of $130 from a house near where the last fire was in Queen's Road, were brought up on remand this morning before Mr. Wodehouse. Each conclusively proved that he had got into the house in a trance, and was as innocent as the proverbial child unborn.—Six months.

IT was in the brilliant saloon of Campbell, Moore & Co. Ld.:

Lusitanian Masher—I wonder, Mr. Moore, why a beard does not grow on my face?

William Porter (smiling audibly)—Wal, I guess I don't know, but you might try some of my Gogo hair-wash. Perhaps it's hereditary?

L.M.—I don't think so; my father had a very fine beard.

William P.—Yes, that's so, but your mother hadn't; I knew her quite well.

THE average amounts of bank notes in circulation in the colony during the month ended Sept. 30th, as certified by the Managers of the respective Banks, were—Chartered Mercantile Bank of India, London and China $1,299,177; Chartered Bank of India, Australia and China $1,125,663; Hongkong and Shanghai Banking Corporation $2,941,254. The value of specie held in reserve by these three Banks is given at $440,000; $550,000; and $1,500,000 respectively.

AN eminent physician has called attention to the gradual decline of smallpox in England during the past fifty years. In the years from 1838 to 1842 the deaths from this disease amounted to 57.2 per 100,000 living, while in 1880-84 the death rate had sank to 6.5 per 100,000. It is believed that vaccination has not only had a direct influence in causing this marvellous reduction in the number of victims to smallpox, but has also had a tendency to make the children of vaccinated parents less liable to the disease.

BEFORE Mr. Pollock this morning the Chinese cook on board the *Verona* was set up for stealing a copper pan. The steward saw him lower it into a sampan, and had it fetched up, when the hash-slinger explained that he was sending it to be repaired. He stuck to the story in Court, so under the Ordinance for the Prevention of Mistakes the utensil was filled with water and watched by the breathless Court for ten minutes. At the end of that time, as it did not leak, he was carefully handed over to the myrmidons of the gaol for two months' seclusion.

THE Hongkong Rifle Association's 4th weekly Spoon Competition at 600 yards took place at Kowloon on Saturday last, when Col-Sergt. Fricker, of the evergreen "Steelbacks," easily beat 17 opponents, making the very respectable total of 30 points out of a possible 35. We regret to have to add that the shooting as a whole was decidedly below par—in fact it looks as if some of the shootists want haystacks to aim at rather than the regulation target. The Association's grand *wapinschaw* is advertised in another part of this issue. We shall find room for a few remarks on this matter in a day or two.

THE two Rangoon papers are "going" for each other in good old fashioned style. The *Gazette* opens the ball in this fashion:—"If our contemporary the *Rangoon Times* had said we had robbed his till, with nothing in it, or even that we had run away with our mother-in-law, we might have overlooked the insult; but to claim that he has been able to bring us down to his own mental level and see public matters through his dim spectacles—this, this is the unkindest cut of all." The *Times*, after struggling for a whole night with the poets, cheerfully responds:—

Dear boy, don't weep because we thought
You still possessed of sense;
To credit you with brains, it seems,
Has given dire offence.

This fault we never will repeat
Since you have asked us not;
Will now forever henceforth hold
No intellect you've got.

You would insinuate our till
Is empty, like your head,
Pray do not trust in strife of wits
Your little blade of lead.

Hast never heard the proverb old
Re dwellers under glass?
Canst not apply the wondrous tale
Of Balaam's sapient ass?

'Tis better to wear spectacles
Than nothing see nor ken,
And make yourself a spectacle
Both unto gods and men.

THE returns of the number of visitors to the City Hall Museum for the week ending 7th October, are:—European, 156, Chinese, 1,859; total 2,015.

THE Military authorities announce that target practice will take place from the Stonecutters' Island batteries to-morrow from 4 to 6 p.m. The direction of the fire will be nearly due west from the West battery. Junks and other vessels are cautioned to keep clear of the range.

A TELEGRAM from London to the New York *Tribune* says: "I have heard a large proportion of the music and words of Gilbert and Sullivan's new opera. It is more in the ordinary line of opera comique than the author's former productions. The music is good, but rather heavier than that to which Sullivan's operas have accustomed us."

THE Band will play at the Officers' Mess, Murray Barracks, to-morrow evening, commencing at 8 o'clock. The following will be the programme:—

March	"Daring"	Newton.
Overture	"Rienzi"	Wagner.
Valse	"Iris"	Bucalossi.
Aria	"Lucia di Lammermoor"	Donizetti.
Selection	"L'Etoile du Nord"	Meyerbeer.
Fantasia	"Reminiscences of Auber"	Godfrey.

JOHN MORAN, Bandmaster.

WE note that the steamer *Bothwell Castle*, well known in this quarter of the globe, recently left Melbourne with 250 horses for the Bombay Tramway Trust, and 90 horses for private disposal, other lots being taken on board at Sydney. The horses for the Tramway Trust are described as splendid animals. The following race-horses were also shipped in the same steamer:—Albion, Rob Roy, Master Jack, Prince William, Epslaem, and Miss Ringer. It is the opinion in racing circles in Australia that Moorhouse will have to do his "level best" to be able to beat the English horse Oberon which has been purchased by Lord William Beresford in England.

A "curious impertinent" has been raking out the *acte de naissance* of Mme. Sarah Bernhardt. The great actress was born, it appears, at Havre, on Saturday, April 22nd, 1843, her mother being Julie Bernardt, *artiste musicienne*, stated in the document to be the daughter of a Berlin oculist and to have been born in that city. Mme. Bernhardt was named, not Sarah but Rosalie, and her twin sister Lucie. The father is said by the *Journal du Havre* to have been a Government official, known as 'le beau X——,' who afterwards committed suicide under "dramatic" circumstances. If all this be true the legend of two young Dutch girls running away from their home in Amsterdam and finding themselves penniless one morning in the Tuilerics Gardens must be dismissed to the limbo of biographical fantasies. Mme. Bernhardt, according to this statement, is five or six years older than Mrs. Kendal, and has probably by some years the advantage (or disadvantage) of Miss Ellen Terry.

THE "benefit" concert given in the Theatre Royal, City Hall, on Saturday by the Lily Minstrels and a few of the members of the St. Patrick's Hall Amateurs, for the family of the late Assistant-warder Pereira, proved a pronounced success. The house was well-filled—although the presence of a few more civilians would have helped the receipts considerably and shown that the general public recognised their obligations to their servants, and the merit of the object. The sentimental element in the programme was rather strong, and the interest really began when the regimental bard, Private Greaves, gave his topical song "Hongkong Town," with some fresh verses. They were distinctly ahead of *China Mail* rhyme, and "took" amazingly. Welsh's rendering of "Cherry lips" was excellent, but Hutchby's "It's English, you know, it's English" was worthy of a professional, the imitation of a "swell" not being spoilt by exaggeration. Hough's "Brother's fainting at the door" was well sung, but it was so fearfully pathetic that it was only redeemed from falling flat by the choral accompaniment behind the scenes. E. Kelly made up well for the Irishwoman's song and dance "Pat, you're a villain," and had to repeat the jig. The tableau "Parting," wherein a soldier bids adieu to his father, was written by Pte. Greaves, and taken part in by him and J. Andrews. It was one of the best things of the evening. Greaves looked every inch a soldier, and Andrews made an admirable "old man." Both the songs and dialogue were well written and well sung. Private Philpott, the regimental humourist, improved considerably on the comic song "There's bigger fools than me in the Army," his local allusions being really witty. A "national serio-comic quartette" entitled "John Bull and his neighbour," was taken part in by Messrs. Mills, Andrews, Greaves, and Hutchby, as John Bull, Paddy, Scotty, and Taffy respectively. We believe that Greaves has the credit of the composition, anyhow the sketch went well, with its interesting adaptations of national airs and a pleasing chorus. The idea of revealing "Britannia," (A. Edwardes) at the end was extremely good, particularly as Edwardes seemed a very good-looking young lady. A very ancient medley called "Black Justice" concluded the performance. The scene was a Court, and the characters were as follows: Mr. C. A. Phillpott, The Judge; Mr. J. Andrews, A Drunken Bobby; Mr. W. K. Welsh, Counsel for Defence; Mr. P. Warner, Public Prosecutor; Mr. H. Stanley, Clerk of the Court. Except being rather too long, it was of the "screaming" type, and created great laughter. Mr. Goulbourne accompanied on the piano throughout, and the intervals were filled by the Band of the 58th Regiment.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

The adjourned ordinary yearly meeting of the shareholders of this Company was held this afternoon. There was full attendance, and a piece of gold about the size of a slab of candy occupied a prominent position. Mr. E. W. Brodie presided.

The Secretary (Mr. Jourdin) read the latest communications from Mr. Becher, the manager of the mines, dated the 25th August. He said that the workings had not been very satisfactory, but it was almost hopeless for him to express a decided opinion as to the value of the workings as yet, as he had been so busy at different things, building furnaces, surveying, &c. After referring to the Company's financial position he expressed anxiety as to the probability of the want of capital preventing the work being extended or continued, and asked if the capital would be increased, or whether he should curtail the expenditure. Owing to his remoteness from headquarters, and the approaching closing-up of the river, he would be some time cut off, and would need $25,000 or $30,000 in advance, to cover the four or five months, asking for a reply by cable. He next gave a number of assays from various parts of the workings. From the front of the stamps he had obtained 2 dwt. 14 grs. per ton, and from the low ores the concentrates were worked up to 5 oz. 11 dwt. by means of concentrates, whilst 1 oz. 12 dwt. was got by the same means from the bottom of the Chinese mine.

The Chairman:—This is a working assay—not a piece of ore—from the bottom, giving proof of what Becher said—that deeper down he expected better assays. In the open cast we get 13 dwt., which I assure you is a good working assay. The want of pumping machinery has prevented him from going deeper; we are now about as deep as the Chinese miners could get.

The report continued that some results had been obtained, but as they had not been formulated he must defer giving figures. About 150 tons of quartz had been obtained, but by assay and practical test it had been found to be far below the most modest computation (2 dwt.) half a dwt. having been obtained by assay and rather more by concentrates. Of the richer samples no figures had been obtained, but he expected to get about 8 dwt. besides a proportion of free gold from the tributors. He hoped to get even richer quartz soon, but owing to the absence of pumping apparatus he would have to close the mines for a short time. He hoped before the end of two months to finish his task of obtaining such results as would warrant the Company in extending their exploration in deep-mining. He had been to Sunghie Dua and examined the tin-lodes, and expected shortly to communicate important information on that point. He had also explored some unworked spots in the vicinity, and found them promising. If Punjom turned out a success those would be worth acquiring, although at present they had eight square miles of a concession.

The Chairman said that they had hesitated, and did yet, to launch out until their future was clearer. The report was not so promising as they could have wished, but they had a painstaking, trustworthy manager in Mr. Becher, who knew his work, which was a good deal in their favor. If he (the speaker) had not been sure of that he would not have recommended the extension of the work or the outlay of fresh capital but as it was he had not much fear. No plan for obtaining fresh capital had been formed, but if it was needed a meeting for the purpose would be called. He thought they could reassure Mr. Becher about the financial prospects of the next six months, but they must remember that it would be injudicious to go on to their last cent. It would be better to give him timely warning about winding up. They were given to expect a satisfactory report in a few weeks, and it would be better to wait till then. If they needed fresh capital it would be easier to obtain with something definite to show.

Mr. Ryrie:—Is he short of machinery?

The Chairman:—Yes, of pumping machinery.

Mr. Ryrie:—Was not a large sum spent on machinery?

The Chairman:—Yes, but not pumps. They were never asked for by the preceding managers.

A Shareholder thought that would be a small item.

The Chairman explained that the expense would be in getting power to drive the pumps.

Mr. Legge asked if they had not $50,000 left.

The Chairman: $40,000

Mr. Legge:—And it costs $6,000 a month now. Well, hadn't we better run six months and then let it go? I say spend the capital and prosecute your studies (laughter).

The Chairman said there no immediate necessity for capital, but there would be if they went in for heavy machinery.

Mr. Legge; And if there are no results?

The Chairman: Well—finish! (laughter). I think we had better write Becher to do the best he can with $35,000. We can issue $100,000, which I take it shows that the directors at the beginning contemplated the possibility of the necessity. It can be raised in very small sums. I just mention that in view of a possible meeting in a week or two. I move the adoption of the report and balance sheet.

Mr. Reuter seconded, and it was agreed to.

Messrs. E. L. Woodin and W. G. Brodie were re-elected as Directors, and Mr. T. E. Davies confirmed as a Director.

DISTURBANCE ON THE "VERONA."

The four men who were charged with disorderly conduct on board the *Verona* on Saturday morning, were again brought up this morning before Mr. Pollock. The head fireman was also brought up and included in the charge, being defended by Mr. Caldwell.

Mr. Andrews, the mate, asked that the case might be severely dealt with, so as to have an impression on the men who were left. Although not on such a large scale as Saturday's row, he believed such occurrences were common.

Cross-examined by Mr. Caldwell—The crew of the *Bokhara*, including the defendants, were transferred to the *Verona* on 27th, so that I knew none of them beforehand. The fifth prisoner did not come to me before the row, and ask me to interfere.

Mr. Stewart, the store-keeper, was recalled, and also examined by Mr. Caldwell. Evidence having been given of the arrest of the fifth man.

Mr. Caldwell, for the defence, took the objection that the ship's log-book should have been put in, as required by the Shipping Act.

Mr. Andrew said that no entry had been made, nor was it usual to do so in harbour, there being no form in the book for the purpose.

His Worship over-ruled the objection, on the ground that the men had been promptly charged before a magistrate.

Mr. Caldwell urged that the charge of neglect of duty could not be sustained, as the men did not neglect to do anything they should have done.

His Worship ultimately discharged the fifth defendant; the others were fined $20 each or two months' imprisonment.

TRIAL TRIP OF THE STEAMER "FUK-CHING."

At the invitation of Mr. Kaw Hong Take, the owner of the *Fuk-Ching*, a number of his friends assembled on board this new steamer shortly after noon yesterday for a trial trip to Lamma Island and round Hongkong. There were present, in addition to Mr. Kaw Hong Take, Mr. Ho Amei, Manager of the On Tai and Mr. Woo-lin Yuen, Secretary of the Mau On Insurance Companies, Mr. Ban-Hing, Mr. Ban-Moh, several members of the Nam-Pak Hong, Capt. T. Hamlin, Capt. Nielsen, and the Chief Engineer of the steamer *Dafila*, Mr. Andrew Johnston, engineer surveyor for Lloyds, Mr. John McDonald, Mr. J. J. Spooner, chief excise officer of the Opium Farm, a representative of this journal, and several others. At one o'clock the *Fuk-ching*, which was under the command of Capt. Christian, got under way and shaped a course for Lamma Island, the Opium Farmer's steam launch keeping her company, some distance behind, and was safely anchored at 1.45 p.m. in Picnic Bay, where a sumptuous tiffin, provided by the Hongkong Hotel Company, was done full justice to. After the wants of the inner man had been duly satisfied, Mr. Ho Amei proposed the health of the host and success of the new line of steamers he was about to establish.

Mr. Kaw-Hong-Tak in reply, said the *Fuk-Ching* was the pioneer of a line of steamers which were to run between Foochow and Wenchow. Though the trade between these two places was small, there were signs of a future increase, and he hoped soon to be under the necessity of having bigger boats built to meet the requirements of the times.

Captain Nielsen, of the steamship *Dafila*, expressed his satisfaction at the excellent arrangements found in the *Fuk Ching* both for cargo and passengers, and hoped Mr. Kaw-Hong-Take would shortly find it profitable to build steamers for the new line as large as the *Dafila*.

Mr. Hart-Milner, of the *Hongkong Telegraph*, said he was only expressing the feelings of all the foreigners on board in thanking the host for his cordial hospitality. Mr. Kaw Hong Take's well-known enterprise augured well for the future of the new project, of which the *Fuk Ching* was the pioneer, and no doubt the venture would meet with gratifying success.

Mr. Woo-lin Yuen said that as he was rather backward at making speeches he would confine himself to a few words about Insurance matters. The *Fuk Ching* stood very high with the Insurance Companies; she was a first-class risk, and it was to be hoped Mr. Kaw Hong Take would go on building boats of the same type for the benefit of all concerned.

The host's health was now drank amidst cheers and with the usual musical honours.

Mr. Spooner in proposing the health of Capt. Christian, said the owner could not have chosen a better man to command the *Fuk-Ching* than the worthy Captain who had a thorough knowledge of the China coast and river navigation. The *Fuk-Ching* was a well appointed ship and every comfort was to be found on board; the chief officer, Mr. J. Wigmore, and the Chief Engineer, Mr. G. Sim, were men of experience and well tested ability. The only persons wanted on board were a doctor and a stewardess, so as to bring her up to the category of a mail steamer. He hoped Mr. Kaw Hong Take would go on building boats for the trade, and that the day was not far distant when Captain Christian would be made Commodore of the line.

Captain Christian said that this was his first command in China, and he would put his shoulder to the wheel to make his employer's business a success.

Mr. Kaw Hong Take then proposed the healths of Messrs. Andrew Johnston and John McDonald; he thanked them for having so ably superintended the building of the *Fuk-Ching*, and hoped next month to have the pleasure of again testifying to their unqualified abilities, when another steamer would be placed on her trial trip.

Mr. Johnston thanked the host, in his own and his friend's behalf, for his kind remarks, and said the builders deserved great credit for turning out such a fine boat at their dockyard. As a piece of workmanship and engineering, the *Fuk-Ching* was one of the most creditable ships ever built in Hongkong. He would now propose the health of Mr. Chan-Wan-Chi, the head of the firm of Kwong-Hep-Loong and Company, the builders. Mr. Chan responded in Chinese, his words being interpreted by the host.

Captain Hamlin said that after all the 'chow' that was on board had been consumed, and nearly all the champagne absorbed, the best thing to do was to weigh anchor and proceed, lest bad weather overtake them. He was very glad to have witnessed this trial trip and hoped more treats of the same kind would follow.

Mr. Ho Amei then delivered a lengthy speech, in the course of which he expressed ideas and sentiments as to the future of China which were received with great enthusiasm by all present. After alluding to his business apprenticeship in Australia, he said that during the eleven years he was connected with the On tai Insurance Company in this Colony, the business progressed so much that after paying good dividends to shareholders, they had now a surplus of Taels 250,000 on a capital of Taels 300,000. He had high hopes of working the Tamchow mine to great advantage. Five weeks ago a rich vein was struck in that mine, and although he employed only Chinese method, he was glad to say that out of one ton of ore, 3,600 taels of silver have been obtained. As the mining fever in South China was gradually going down, he thought every thing depended on the success of the Tamchow and Tay-u-shan mines. It being admitted that the mineral wealth of China was very great it devolved on the Government and the enterprising men of China to develop these resources. The drawback for the present was on the part of the Government. Things were going so slowly in China, that most of the enterprising men could only find comfort in the idea that they were working for their posterity. The speaker had several times suggested to the Chinese Government the advisability of allowing a network of railways to be built all over China. It mattered not whether Chinese or foreign capital was employed. He was glad to see Mr. Kaw-Hong Take coming to the front as an explorer of the trade of Foochow and Wenchow, and hoped more Chinese merchants would follow him. Foreign merchants had made heaps of money in China; it was time the Chinese learned to do business on improved systems, and got the full benefit of their capital and abilities. Some Chinese philosopher had long ago predicted that China would become the first nation in the world. The speaker fully believed in the prophecy, since the Chinese had sufficient tenacity of character to retain their national characteristics wherever they went.

At 4 p.m. the *Fuk Ching* weighed anchor and steamed to Cape D'Aguilar, returning to Hongkong through the Ly-ee-moon pass, and arriving at 5.30 p.m.

The *Fuk Shing* was built at Monkok by Chinese, under the superintendence of Mr. A. Johnston and Mr. John Mc. Donald. Her principal dimensions are:—

Length over all	105 feet.
Beam	17 "
Depth of hold	8.8 "

Her gross tonnage is 125 tons, and her registered measurement 76.

Her engines are compound surface condensing, 12 by 24in. with a stroke of 16in., horse-power 24 nominal. They, as well as the boilers, were built by Kwong Hep Loong & Co., and do that enterprising firm great credit.

The *Fuk Shing* has a mean draft of 8 ft. aft and 5 ft. forward, but when fully laden she will presumedly draw one foot over these measurements. She has two masts, and an upper deck running from stem to stern, which can easily be made to accommodate a large number of passengers in the summer season on the route where she is to be employed—between Foochow and Wenchow. The new vessel ran her trial trip throughout most satisfactorily, and although she had no opportunity of displaying her sea-going qualities, there can be little doubt that she will be found a stanch and handy craft in bad weather. In smooth water, without any driving, she easily made a trifle over 9 knots per hour.

THE CANTON CUSTOMS, versus THE STEAMBOAT COMPANY.

Shamien, October 6th, 1888.

The *cause celebre*, virtually the Imperial Maritime Customs *versus* the H.K. C. & M. S.-B. Co., came off to-day in Her Majesty's Consular Court before H.B.M.'s Consul, Mr. Chaloner Alabaster. Herr Budler, the Imperial German Consul, and Mr. Commissioner White occupied seats on the bench. The Imperial Maritime Customs were represented by Mr. Deputy Commissioner Spinney, and the Hongkong C. & M. S.-B. Co. by the Attorney-General of Hongkong, instructed by Mr. Wilson, of Messrs. Wotton and Deacon. The Court sat punctually at 10 a.m. and Mr. Spinney opened the case for the Customs and briefly charged Capt. Goggins of the S.S. *Fatshan* with supplying the Imperial Maritime Customs with a false manifest on the 18th of September in regard to 16 tins of opium pulp and 25 pkgs. of dried fruits. Mr. A. T. White, 3rd class tide-waiter, was first witness called by the prosecution, and gave evidence as to being in charge of the search party which boarded the *Fatshan* on the night of the 17th of September off the Bogue, and found 16 tins of opium soon after boarding, in the forehold; was also present after arrival in Canton when further search was made in ballast tank, when 20 tins were found. On cross-examination by the Attorney-General the witness stated the vessel always stopped when signalled, and the Captain and Officers gave every facility to the searching party. On being asked by the Attorney-General if he received information upon which to act the witness declined to answer, and even when the question was repeated and Mr. Deputy Commissioner Spinney stated that as far as the Customs were concerned they had no objection whatever to his stating whatever was the truth and that the witness declining to do so was on his own responsibility. The witness still declining to answer the Attorney General's questions, at the request of the Attorney-General he was ordered to remain within the precincts of the Court.

In the course of the Attorney's cross examination of this witness the fact was elicited from him that when his co-searcher lifted the hold plank, some 15 feet in length, under which the 16 tins were found, he exclaimed "here it is," but would not admit that this exclamation was caused by the fact they were acting upon information previously received. Mr. Spinney in re-examination clearly elicited that neither Mr. Commissioner White, Mr. Spinney, or any officer of the Customs had given him any instructions as to his evidence. Mr. Luke Loft, boat officer in the Imp. Mar. Customs, was next witness, and testified to boarding the *Fatshan* about 8 a.m. on 18th September, and, acting on "intimation" received from the chief tide-surveyor, he caused a further search to be made which resulted in the finding of 2 packages each with ten tins of opium pulpin the ballast tank, making 36 tins in all, which he handed to Mr. Stebbings. In cross examination by the Attorney General Mr. Loft stated the difference between an "intimation" and an "information" was that one you had to pay for, the other you had not, as it came from his superior officer. His instructions were to cause another search in the same part of the forehold and no impediment whatever was placed in his way by the officers or crew of the *Fatshan*, and the carpenter was placed at his disposal to unscrew and open the tanks.

Mr. Stebbings' examiner was next witness, who proved the receipt of 36 tins of opium pulp and testified to weighing and it finding nett 94 catties, 1 tael, and to its being subsequently sold at Tls. 4.3-10ths per catty. This closed the evidence as to the opium, and Mr. Spinney proceeded to prove that in accordance with the manifest handed into the Customs the *Fatshan* landed 25 pkgs. of dried fruits, whereas no dried fruits whatever were landed at the Customs, but there were 25 pkgs. of dried fish landed instead. At this juncture a difficulty arose as to the Customs not having called the compradore of the *Fatshan*, and after a little friendly sparring between the Attorney-General and Mr. Spinney, the Attorney General agreed to have the compradore sent for. Mr. Byworth, Chief Examiner, was the next witness and proved examining 4 pkgs. of cuttle fish ex *Fatshan* on 18th Sept. the duty upon which was 1.8-10ths mace per picul. Slight discrepancies in declarations it was at his option to alter. Other officers of the Customs were witnesses to prove the landing of the balance of the cuttle fish, and Mr. Spinney not being able to state positively how long a time would elapse before they could attend, it was finally decided by the Consul to adjourn until 1 p.m.

The Court met punctually at 1 p.m. and Mr. Spinney stated that 3rd class tide-waiter White wished to apologize to the Court for declining to answer a question which under a misapprehension he thought was adverse to his duty and he was willing to answer whatever questions the Attorney-General wished to ask.

The Court and the Attorney-General accepted this explanation and Mr. R. I. White again underwent cross-examination and acknowledged to sometimes receiving information before boarding, and did so on this occasion; and where to look for the opium; also he got some information after getting on board. It was in consequence of such information he searched where he did and found the stuff, but he had objections to state where he got the information, but finally admitted it was from some one connected with the vessel.

Mr. Williams, Assistant Examiner, proved to the landing of 2 pkgs. of Cuttle Fish from the *Fatshan* on 18th September, and was followed respectively by Messrs. Phillip and Morgan, Examiners, who proved as to the landing of the balance of the 25 pks.

The Compradore of the *Fatshan* was the next witness, and proved a most stupid character; very little could be got out of him beyond that more than ten pkgs of dried fish were landed that no dried fruits were on board, and that he had told the purser so.

Mr. Spinney having stated that this closed his case, the Attorney-General in opening the case for the defence, first took objection to there being no manifest of the *Fatshan* before the Court. Mr. Spinney having pointed out his ignorance of the procedure of British Courts, further that he had misunderstood the Attorney General, after a little friendly by-play, with the sanction of the Court, Mr. Spinney was permitted to re-open for the Customs and Mr. Brockledorf, Tide-surveyor, was called, who could not swear to the manifest produced being the one he had received on board the *Fatshan* on the morning of the 18th Sept. as he merely examined it for opium and handed it at once to the boat officer.

Antonio Barros, Purser of the *Fatshan*, recognized the manifest produced as the one he had made out, and which had been signed by the Capt. and handed to the Imperial Maritime Customs, the entry of dried fruits instead of dried fish was merely a clerical error. Similar trifling mistakes which had occurred before during the time the vessel had been running had always been rectified by the Customs without question. This closed finally the case for the prosecution.

Mr. Spinney in the course of a well-argued speech referred to violations of the clauses 3 of the British Treaty under which similar actions had been brought by the Customs and fines inflicted and acquiesced in without demur by the various Captains. He instanced the case of the *Taisan*, *Haiphong*, and *Douglas*, of Douglas Lapraik Co., and *Kowagtau* was fined by British Consul at Newchwang. The too far in pursuit of

manifest not recorded, and the case of *Wenchow* owned by Messrs. Butterfield & Swire, part owners of *Fatshan*, fined Tls. 500 at Chefoo, also that of the *Woosung* belonging to same owners, fined Tls. 500, and likewise cheerfully acted upon at Foochow. In fact, Mr. Spinney said, British Consular records must "bristle" with similar cases where fines had been inflicted, which he could not quote at the moment, and he concluded a well reasoned argument from the Customs point of view, by pressing for the infliction of the full penalty of Tls. 500; while paying a tribute to Captain Goggin for being one of the most zealous and painstaking commanders on the river, at the same time he claimed the Customs were entitled by Treaty to Tls. 500 upon every package, small or large, wrongly manifested.

The Attorney General in opening the case for the defence reserved his remarks and called

Mr. Allan, chief officer of *Fatshan*, who deposed to being in charge of watch on the night of 17th and to taking all precautions previously to leaving Hongkong to prevent smuggling, and that occasionally they bring up packages for officers of the Customs without being required to have same on the manifest.

The Attorney-General then summed up in a very able speech, quoting numerous authorities in support of his very ingenious and forcible arguments. He claimed that "goods" referred to in the Treaty were such as were liable to be shipped legitimately in the usual way and pay freight and that beyond taking all necessary precautions the captain could not be expected to organize on each trip a scientific search, to tear up planks and pull down fittings in every hole and corner of the vessel. Further that a "false" manifest meant one fraudulently or wilfully made and referred to the British Customs Consolidation Act in proof of this and also to the recent Treaty between Great Britain, and Corea. The learned Attorney further showed that if the Customs were allowed as they claimed to fine Tls. 500 for every package however small, wrongly described, it would inevitably lead to the total destruction of British commerce with China. During the course of the Attorney General's eloquent speech, it was noticeable that he invariably alluded to the wrong entry in the *Fatshan's* manifest as that of *Dried Fish* instead of Dried fruits, and whenever doing so, by accident no doubt, he equally invariably looked severely at the *China Mail* reporter, as if he had some idea that that unique publishing quantity had something to do with the dried fish shipped per *Fatshan* on that inauspicious occasion, and certainly the coarse character of the wrappings of the packages might lead to such a construction. The case finished at half-past 5 o'clock, and judgment is to be given at 10 a.m. on Monday. No doubt the learned Attorney General felt he had a strong case, otherwise he no doubt would have touched upon what came out in evidence viz.: the cognizance of the Imperial Maritime Customs to the Opium being placed where it was while the vessel was in Hongkong Harbour, and indeed they were accessories before the fact to the breaking of their own laws and were rewarding abettors on the one hand while prosecuting an innocent party on the other, and yet would give no information at the trial which would lead to the conviction and punishment of the actual offenders. No doubt the Customs at Canton have a most difficult part to play, and if they were constrained to try the present issue, it is only right to acknowledge that throughout on both sides (if one slight slip on the part of the Customs is excluded), the case was conducted in a fairly courteous and most able manner, reflecting the highest credit on both parties. The urbanity of the Attorney General throughout was characteristic, and although he once humourously twitted the Customs on not having some legal authority to edit these otherwise admirably prepared Reports (which unfortunately the Court could not accept in the present case) I think he recognized that in his opponent a by-no-means despicable legal authority might loom out in the near future to remedy the defect to which he alluded. Further remarks it is necessary to reserve until after judgment has been given.

CLERICAL EDUCATION.

In referring the other day to the objectionable measures which the Romish clergy of this Colony were said to have adopted in order to induce Catholic parents to abstain from sending their children to Protestant schools, we only gave utterance to a very old and very just grievance which many Roman Catholic residents of this island have been labouring under. Times out of number have we been told of the shady dealings and Jesuitical policy followed by the clergy—who live and carry on their ministrations here under the ægis of British protection,—towards widening the breach between youthful followers of 'the blessed Virgin' and what they term Protestant scholastic institutions. It would appear that the Catholic clergy, represented by a group of Italian, Spanish and French missionaries, are waging a war of extermination against the Government Central School, St. Paul's College and other kindred educational institutions. They are said to have resorted to the old papal device of excommunications and other Middle Age clerical disabilities and penalties, as a powerful means to deter parents, particularly mothers, from allowing their children to frequent British schools. The plan of campaign is undoubtedly based on and is being discussed from a most convenient coign of vantage for the servants of the Holy Apostolic Church—the confessional box. Like so many Moltkes working out the details of battles in a camp tent far away from the field, these propagators of the "old, old faith" manage their business to perfection under the secrecy and the immunities of the confessional screen. The result is what we now see,—a war of libel and defamation waged with perfect impunity against the English schools of the colony, by people who ought to be grateful for the liberty extended to them by a free Government, for the exercise of their ministry in a colony the national religion of which is essentially antagonistic to theirs.

Is this state of things to continue? Can the Hongkong Government with any consistency continue to allow substantial grants-in-aid to Catholic seminaries or Colleges which are managed by the very priests who are so bitterly opposing the interests of our own schools? Must the Catholic youths of Hongkong be led away by their so-called religious advisers from the precincts of the English educational establishments where sound instruction is dispensed to them, and a liberal career opened to the talented? Must they be coerced into the Christian Brothers' compound or into other still more indifferently capable establishments? It certainly does not require much intellectual acumen to solve these questions. It is as plain as day-light that ministers of a tolerated creed ought not to be allowed to engage with impunity in the work of perverting and demolishing the religion of their protectors. But confining ourselves to the educational question, we will simply point out the fact that clerical education of all and any denomination has long ago been recognised to be prejudicial to the insterests of true education, and has consequently been rooted out of all our national institutions. We need neither dive deep or travel far to find the true explanation of this fact. Religious education, to be consistent, must be founded on irrefragable principles, facts and records. Although the old, old creed has been accepted and transmitted for centuries as current coin, still it has seldom been examined, analysed or assayed as it has been in the latter part of this advanced nineteenth century. Tenets that were held as incontrovertible, facts and records which were said to be impossible of contradiction and error, have now been proved to be as false and erroneous as most of the productions of the human understanding are liable to be. The Mosaic dispensation, which has for ages been considered the buttress of the Gospel, has been demonstrated to be anything but representative of a pure religion; the New Testament has been divested of many of its glossaries and marginal additions, and the main historical facts connected with Jesus of Nazareth's life and mission, left standing alone, all-sufficient in their purity, their high spiritual aim and their finality in a world to come. Under these circumstances, educational reformers have justly decided to root out of every school and college all religious tuition. This secularisation of public instruction has become almost universal in all advanced and liberal countries, and there can be no doubt that it has been and continues to be productive of much good. The youthful students are thus debarred from muddling their brains with principles and tenets over which half of the learned world is at war with the other half.

As clerical education has been branded with inability to perform its work, with obnoxiousness in its attempts at proselytising, with retrograde tendencies towards a barbaric age, and with prejudicing the tender minds of the rising generations confided to its care, it follows, as a matter of course, that our clerical agitators in Hongkong are treading on very dangerous ground, and that should they persist in their ridiculous mission of driving the youths of Hongkong from the gates of Government and other schools, in order to lead them like dumb cattle toward their own clerical institutions, they will inevitably incur public odium and invite an opposition both from the Government and the community that can hardly fail to lead to disastrous results.

ITALY AND THE SCAFFOLD.

Among the news items which reached us last week was one the significance of which to Australia cannot be overrated. Sydney *Echo* extracted from London *Morning Post* a paragraph penned by the Rome correspondent of that paper, stating that capital punishment in Italy had been abolished by a unanimous vote of the deputies in Parliament. The correspondent adds that the result had been hailed with delight by the Italian Liberal papers. The abolition of punishment by death will, we are sure, be hailed with delight by many papers in other countries as well. Criminals are much the same everywhere, and that which the Italian Parliament has now seen well to do, by a unanimous vote after a quarter of a century's almost uninterrupted deliberation, will be taken as a sign of the direction in which the world's mind is marching, and a proof that though argument and demonstration may be resisted for a time victory will yet come to their side, and ignorance, prejudice, fanaticism, and barbarity be swept away. Twenty-three years ago Signor Mancini, the eloquent disciple of the renowned Cesare Beccaria, unfurled the banner of abolition and put the question to a Parliamentary vote, but the upper classes had been in the habit of seeing life going for life, and the lower classes had always taken a rude pleasure in drawing blood, and so the representatives of both pronounced in favour of the old red way, and the deputy stood almost alone. To-day Mancini is without an opponent, Ministers and deputies surround the standard of Beccaria, and United Italy has dismissed her executioner.

It is a wonder that Italy did not arrive at this conclusion sooner. She has had advantages which Anglo-Saxon countries, and countries in which the Anglo-Saxon element rules, have not. Between the Latin mind and the Anglo-Saxon there are points of grave difference. In art, in science, in philosophy, the former finds values, mainly directly; the latter, mainly indirectly. The Anglo-Saxon mind values its pleasures and pains for what advantages they will bring, either by way of money or of power. Sometimes this difference is sought to be expressed by saying that the Anglo-Saxon mind is more practical than the Latin. That expression we would allow to pass without objection were it not that many who use it seem to assume that only the practical, as illustrated in the cases given, is worth taking into account or working for. We, on the contrary, maintain that a sense of the beauties of art, the discoveries of science, and the truths of philosophy is intrinsically valuable, and retains its value, no matter what the circumstances may at any time be, and without any regard as to whether money or power is, or will be, involved. The Latin mind, which has this sense considerably developed, possesses, then, for the consideration of subjects involving consequences extending beyond the life of a generation, advantages over the Anglo-Saxon. There is far more of the element of pure intellect in its deliberations on these subjects, and less of the disturbance brought about by an effort to give the conception striking effect or to make it pay. Hence, when a criminal requires to be disposed of, the matter comes to the Latin mind impersonally, and admits of being considered on general and even abstract grounds, whereas to the Anglo-Saxon mind the criminal comes with blood upon him, and the concrete figure stirs up passion, hate, and vengeance. Thus, except in cases where new conditions of life produce, by their novelty, new conditions of thought and action, or where some singularly powerful intellects carry the current of popular opinion temporarily into fresh channels, the Anglo-Saxon process of reasoning in pursuit of the best and most widely beneficial principle is liable to be arrested, and deeds, which are national blunders, are consummated. But Italy has had, in her latter day life, a further advantage. There have grown up in sight of her people examples of the heroic sacrifice of personal feelings and interests, and there have been displayed proofs of a magnanimity that is contagious. In presence of these, the hate that hounds a criminal down, the vengeance which lacerates him, and the murderous instinct which executes him, are sure to be taken in hand and separated from the law which should punish him. Italy's sixteenth century glowed with the achievements of Ariosto and Macchiavelli, but her nineteenth shone with the valour and heroism of Cavour, Mazzini and Victor Emmanuel, and of the kings of to-day hers only, when law and court, and, in a frenzied hour, the people, called for the blood of the intended assassin, knew how to stretch forth his hand and save the victim from the scaffold.

The advantage of racial temperament and the advantage of personal example have, however, at least had effect, and that which was right all along in the court of reason is now right by the law of the land. We here, in Australia, any more than the people in other parts of the British possessions, have not, as a body, the advantage of racial temperament, or the advantage of heroic personal example, or any example of royal magnanimity to rely upon when the subject of capital punishment is made a matter of debate. Our conditions of life are, it is true, in a measure new, and to that extent we should be as sensible as the States in America of the necessity we are under of weighing well why it is that we execute criminals; but the novelty of our national conditions is deprived of stimulus, suggestiveness, and vitality, as auxiliaries to reason, by the burden of old world traditions, embodied in persons, which it has been the fate of these colonies to bear. These, therefore, who want Australia to look at life as Italy looks at it, as France for the most part in practice looks at it, and as the United States in great part looks at it, have few national aptitudes to second their appeal and fewer examples of chivalrous magnanimity to keep interest alert, but still they have reason, and that alone, without any auxiliary influence, will, more slowly, but yet as surely, place Australia by the side of those countries that teach by the example of their own laws that the taking of life is an unlawful thing.

For what position does a country which takes life occupy when it tries a man for having committed murder? It has not the justification which a nation at war with another nation has. In that case the safety of the commonwealth makes the extreme measure necessary. But the murder of one citizen by another, in private feud, does not impart ruin to the commonwealth, and thus the supreme power of the commonwealth is not invoked. But if the commonwealth without necessity employs this supreme power does it not by doing so show that the deed may be committed in other than extreme circumstances? If a State which declares the unnecessary taking away of life to be the greatest of crimes has a prison, but instead of punishing the criminal there takes him out and kills him, is it not, unless it has good grounds to show for its conduct, proving that taking away of life is not the superlatively serious thing which it alleges it to be while obtaining his conviction? Grounds are, no doubt, advanced by the advocates of execution, but, whether taken together or singly, they are, we contend, utterly inadequate to make the position tenable. The State, instead of imprisoning a man, kills him, as a few say, to punish him, as many say, to prevent him from repeating his crime, but as most say, to inspire terror in persons similarly disposed. The first batch of advocates can be easily put aside. Mere punishment of the criminal is mere vengeance. Besides, executing a man is not always the most severe punishment. The second class of advocates assume that the man will repeat his crime. But how is the truth of that assumption to be tested? Underlying the assumption is the concession that if it were demonstrated that a second similar offence would not be committed the criminal should not be executed for the first. But how can the demonstration be given, if for the first offence he be hanged? Assume, on the contrary, that he will not repeat his offence. Then those who advocate the hanging of him to prevent the repetition are murdering him, not for the offence which he actually committed, but for one which he never would have committed. The third class of advocates are best met with statistics. If capital punishment terrifies from crime, then, law and order and social conditions being about the same, a hanging country will show fewer capital offences than a country that does not hang. We shall take ten years of executions in New South Wales and of convictions in Michigan, premising only that a number of persons convicted of capital offences in New South Wales had their sentences commuted, and that the figures here given as contrasted with the convictions in Michigan are thus unduly favourable to the former country. Ten successive years in New South Wales where the argument of terror is in force gives the executions in the following order:—2, 1, 1, 4, 2, 3, 1, 2, 3, and 2. Ten successive years in Michigan, when capital punishment had been many years abolished, give the convictions for which death had heretofore been the penalty thus:—4, 3, 3, 3, 2, 3, 1, 2, 0, and 2. It is unnecessary to add words to the force of these figures. The argument of the third class of advocates for the execution of criminals is shown by them to be as weak as those previously noticed, and the arguments of the three classes taken together, to be a bad refuge for those who lift their voices for blood.

Nor have arguments which each of these in turn employs to strengthen his main contention better ending. With proper prisons and proper discipline hanging is reckless waste. The man who breaks society's laws should be made pay a penalty that it will profit society to collect. The common complaint in Australia is that prison buildings are not large enough for humanitarian experiments. But is it reasonable to complain of prison limitations and go on executing the men who could be employed in enlarging the buildings? Equally irrational is the dread of the intractability of prisoners. In the first place, we have already the requisite machinery for restraining homicidal maniacs. If a criminal set himself to defy all control he might, fairly enough, be classed as such a maniac, but whether he was so classed or not the machinery exists for restraining and subduing him. In the second place this dread is largely dissipated by the evidence which exists showing that prisoners in confinement are in the natural course of things more tractable than maniacs. In the third place the State prison in Belgium shows, by a record of 24 years, that prisoners can be effectually restrained, and at the same time profitably worked. On low material grounds, then, we would be doing the best thing with our prisoners by making them work for the State. On higher grounds we would be doing best for the State, by keeping the hands of Government free from the unnecessary shedding of blood.

We congratulate Italy on the victory she has achieved. The fulfilment of the dream of Cesare Beccaria, in a Parliament where no dissenting voice was raised, is a triumph not only for Italy but for the world. It is itself argument, persuasion, and, supplemented by a little reflection, must be for many a ground of conviction that Civilisation will take the same road when States in general have studied from what sources capital crimes spring and how close the bond has often been, not primarily between capital crimes and capital punishments, but afterwards between capital punishments and other capital crimes.—*Sydney Bulletin.*

To-day's Advertisements.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship "KAISOW" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 13th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 13th instant, at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th inst., will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 O'CLOCK TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 8th October, 1888. [1015

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that TARGET PRACTICE will take place from Stone-cutters' Island Batteries on TUESDAY, the 9th instant, from 4 to 6 P.M.

The direction of the fire will be nearly due West from Stone-cutters' Island West Battery.

All Junks and other Vessels are cautioned to keep clear of the range.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 8th October, 1888. [1006

NOTICE.

THE ROYAL ARTILLERY MESS HOUSE, College Gardens, will be CLOSED for REPAIRS during a period of about six weeks. It is requested that all Letters, Parcels, etc., be sent to the VICTORIA HOTEL.

Hongkong, 8th October, 1888. [1007

NOTICE.

LADY DES VŒUX will in future be "AT HOME" on MONDAYS, at Government House, instead of SATURDAYS, at Mountain Lodge; from 4 to 6 P.M.

Hongkong, 8th October, 1888. [1008

HONGKONG RIFLE ASSOCIATION.

PROGRAMME OF THE SIXTH RIFLE MEETING, TO BE HELD AT KOWLOON, ON FRIDAY, the 9th November, and SATURDAY, the 10th November, 1888.

AGGREGATE VALUE OF PRIZES.

Competitions open to All-comers.

1. ALL-COMERS.—1st Stage, distance 200 yards. 2nd Stage, distance 300 yards. No. of shots, seven at each. Entrance fee, 30 cents at each. Unlimited entries, but competitors not allowed to take more than one prize at each distance. 20 prizes, presented by the Association; aggregate value, $122.00.

2. ANY RIFLE.—Distance, 800 yards. No. of shots, ten. Entrance fee, $1.00. Two prizes.

3. ASSOCIATION.—FOR ANY RIFLE.—Distance, 900 yards. No. of shots, ten. Entrance fee, $1.00. Two prizes.

4. CADET'S PRIZE.—Presented.—Open to pupils of Hongkong Public schools under 16 years of age. Rifle, Rook Rifle under 40 Cal. Distance, about 150 yards. No. of Rounds, 7 and one sighting shoot. Four prizes.

Competitions open to Members.

5. PRESIDENT'S.—Distance, 300 yards. No. of shots, seven. Entrance fee, $1.00. Three prizes.

6. QUEEN'S 1ST. STAGE.—Distance, 200, 500 and 600 yards. No. of shots, seven at each. Entrance fee, $1.00. Three prizes.

7. QUEEN'S 2ND STAGE.—Distance, 500 and 600 yards. No. of shots, ten at 500 yards, fifteen at 600 yards. Two prizes.

8. QUEEN'S 3RD STAGE.—Distance, 800 and 900 yards. No. of shots, ten at each. Entrance fee, $1.00. Two prizes.

9. LADIES.'—Open to Lady Members or their nominees. Distance, 300 yards. No. of shots, seven. Entrance fee, none. Five prizes.

Aggregates open to All-comers.

10. VOLUNTEER AGGREGATE.—Restricted to efficient Volunteers whose respective scores in the 'All-comers' make up the highest aggregates. Entrance fee, $1.00. Three prizes.

11. CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service whose respective scores in the 'All-comers' make up the highest aggregates. Entrance fee, $1.00. Three prizes.

12. POLICE AGGREGATE.—Restricted to the members of the Police Force whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, $1.00. Four prizes.

13. ALL-COMERS' AGGREGATES.—For competitors whose respective scores in the 'Any Rifle' and 'Association' make up the highest aggregates. Entrance fee, $1.00. Two prizes.

14. LONG RANGE AGGREGATE.—For competitors whose respective scores in the 'Any Rifle' and 'Association' make up the highest aggregates. Entrance fee, $1.00. Two prizes.

Aggregate open to Members.

15. FAREWELL CUP.—Silver cup presented by the Civilian Members of the Hongkong Rifle Association. Open to the Officers of the 58th Regt., and to be won by the highest aggregate score made in the 1st Stage Queen's. Entrance fee, none.

16. NURSERY AGGREGATE.—Restricted to competitors who have never won a First or Second prize at any previous prize meeting in Hongkong and whose respective scores at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregates. Entrance fee, $1.00. Two prizes.

17. HANDICAP AGGREGATE.—For competitors whose respective scores (with monthly challenge cup points added) at 200 and 500 yards in the Queen's First Stage make up the highest aggregates. Entrance fee, $1.00. Two prizes.

18. QUEEN'S AGGREGATES.—For competitors whose respective scores in the 'Queen's three stages' make up the highest aggregate. 1st Stages 200, 500 and 600 yards. 2nd Stages 500 and 600 yards. 3rd Stages 800 and 900 yards. 1st Prize, Silver Cup presented, value $100. 9 money prizes, value $100.

And in connection with the above, 3 EXTRA Money PRIZES for aggregates in 1st, 2nd, and 3rd stages.

Also, A MATCH RIFLE with 300 rounds of ammunition, presented, for the competitor whose scores in 'All-comers,' 'President's, and 'First' and 'Second Stages' make up the highest aggregate. Winner of Cup excluded from taking this prize. Entrance fee, $2.00.

SWEEP-STAKES at Running Man and Vanishing Target. Open to all-comers during the meeting. Any Rifle.

POOLS at 200, 500 yards and Saucer. Open to all comers, M.H. Rifle or Carbine.

Conditions &c.

1. To avoid delay, intending competitors are strongly advised to enter and obtain tickets for the various competitions before the date of the meeting. Application to be made to the Hon. Secretary, Hongkong Club.

2. Post entries will be accepted on the ground.

Sights. Paper or sliding wind-gauges on above, are not allowed.

Persons wishing to join the H.R. Association should send their names, with that of proposer and seconder, to the Hon. Secretary not later than Thursday, noon, 8th November.

Entrance fee $5.00. Ladies $1.00.

The above programme is subject to alteration. Programmes will be issued in the course of two or three weeks.

A. SHELTON HOOPER, Hon. Secretary, HONGKONG CLUB.

Hongkong, 8th October, 1888. [1010

To-day's Advertisements.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE Company's Steamship "KONG BENG," Captain R. Jones, will be despatched for the above Port, on WEDNESDAY, the 10th inst., at NOON.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 8th October, 1888. [1004

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at 12 O'CLOCK (NOON), on SATURDAY, the 27th October instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th inst., both days inclusive.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 8th October, 1888. [1009

Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP "NECKAR," FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before 3 P.M., TO-DAY, the 5th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 17th instant, at 4 P.M.

All Claims must reach us before the 19th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 5th October, 188 . [4

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "OCEANIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHS. D. HARMAN, Agent.

Hongkong, 3rd October, 1888. [1

Intimations.

NOTICE.

TENDERS will be received by the undersigned on or before the 16th inst. for the supply of GROUNDNUT OIL to H.M. NAVAL YARD.

Each Tender is to be accompanied by a Sample or Samples of the Oil to be Supplied.

W. H. LOBB, Naval Storekeeper.

H.M. Naval Yard, Hongkong, 6th October, 1888. [1003

WANTED TO PURCHASE.

A GOOD Second-hand full-sized ENGLISH BILLIARD TABLE, with BALLS, CUES, etc., complete.

Apply to M. P., c/o *Hongkong Telegraph* Office.

Hongkong, 25th September, 1888. [915

MACAO.

WANTED to purchase, in a good situation in Macao, Small FAMILY RESIDENCE commanding a sea-view. Price must be Moderate.

Apply with full particulars, by letter only, to W. H., c/o *Hongkong Telegraph* Office.

Hongkong, 25th September, 1888. [954

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS of the SOCIETY will be held at its Head Office, Hongkong, on WEDNESDAY, the 10th October next, at Half-past Three o'Clock, for the purpose of receiving the Report of the Directors, together with Statements of accounts for the year 1887 and for the half year ending 30th June, 1888.

The TRANSFER BOOKS of the Society will be CLOSED from the 1st to the 10th October, both days inclusive.

By Order of the Board, N. J. EDE, Secretary.

Hongkong, 28th September, 1888. [971

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.

For particulars, apply to CRUICKSHANK & Co., Ld.

Hongkong, 17th August, 1888 [801

HONGKONG HOTEL.

THE HOTEL is prepared to SUPPLY Picnic & Shooting Parties with all requirements.

The Hotel Launch is Available for HIRE when not required for Hotel purposes.

Apply to C. M. ROBERTS, Manager.

Hongkong, 15th September, 1888. [915

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot,

TO-MORROW,

the 9th day of October, 1888, at 5 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st October, 1888. [980

Particulars of the letting by Public Auction Sale, to be held TO-MORROW, the 9th day of October, 1888, at 5 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Upset Rent.	Price.
			feet.	feet.	feet.	feet.		$	$
1	Rural Building Lot No. 63	Magazine Gap	237	345	202	240	54,123	200	5,410

Insurances.

THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY In connection with Life Assurance Business is afforded by THE STANDARD LIFE OFFICE, one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to THE BORNEO COMPANY, LD., Agents, Hongkong.

Hongkong, 29th June, 1888. [659

ECONOMIC FIRE OFFICE, LIMITED, LONDON.

AUTHORISED CAPITAL.....£1,000,000
SUBSCRIBED CAPITAL..... 357,500
PAID-UP CAPITAL..... 71,500

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept RISKS at CURRENT RATES.

F. NAUDIN & Co.

Office, No. 58, Queen's Road Central, Hongkong, 17th September, 1888. [922

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND ..... $240,000.00.

BOARD OF DIRECTORS.

KY SING, Esq. | LO YEUK MOON, Esq.
LOU TEO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [858

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [150

Notices of Firms.

NOTICE.

DURING Mr. DENT'S absence from Canton, Mr. CHARLES JULIUS LAFRENTZ and Mr. FREDERIC ONGLEY SEATON are authorised to sign for HERBERT DENT & Co. by procuration.

HERBERT DENT & Co.

Canton, 20th September, 1888. [953

TAKASIMA COLLIERY AGENCY.

I HAVE this day resumed charge of this AGENCY.

H. J. H. TRIPP.

Hongkong, 6th October, 1888. [1000

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—152 per cent. premium, sellers.
Union Insurance Society of Canton—$87½ per share, sellers.
China Traders' Insurance Company—$68 per share, buyers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—$95 per share, sales and buyers.
Yangtsze Insurance Association—Tls. 90 per share, buyers.
Chinese Insurance Company—$165 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—$340 per share, sellers.
China Fire Insurance Company—$75 per share, sellers.
Hongkong and Whampoa Dock Company, 30 per cent. premium, sales and sellers.
Hongkong, Canton, and Macao Steamboat Co.—$218 per share, buyers.
China and Manila Steam Ship Company—121 per share, sellers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company,—$165 per share, sellers.
Indo-China Steam Navigation Company, Limited—17 per cent. dis., sellers.
Douglas Steamship Company—$58 per share, sellers.
China Sugar Refining Company, Limited—$185 per share buyers.
Lu on Sugar Refining Company, Limited—$78 per share, sellers.
Hongkong Ice Company—$79 per share, buyers.
Hongkong and China Bakery Company, Limited, —$80 per share.
Hongkong Dairy Farm Co., Limited—$13 per share, sellers.
A. S. Watson & Co., Limited—100 per cent. premium, sellers.
Chinese Imperial Loan of 1884 B—3 per cent. premium.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$74 per share, sellers.
Perak Tin Mining and Smelting Company—$5 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co. —$10½ per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—63 per cent. premium, buyers.
Tonquin Coal Mining Co.—65 per cent. premium, sellers.
The Hongkong High-Level Tramway Co., Limited—285 per cent. premium, sellers.
The East Borneo Planting Co., Limited—$41 per share, buyers.
Cruickshank & Co., Ld.,—$55 per share, buyers.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/0⅞
Bank Bills, on demand 3/0⅞
Bank Bills, at 30 days' sight.....3/0⅞
Bank Bills, at 4 months' sight...3/1⅛
Credits at 4 months' sight 3/1⅛
Documentary Bills, at 4 months' sight 3/1⅛
ON PARIS.—
Bank Bills, on demand.....3.81
Credits, at 4 months' sight 3.97
ON INDIA, T. T.....223½
On Demand.....224
ON SHANGHAI.—
Bank, T. T.....72⅞
Private, 30 days' sight 73

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul..... $550
(Allowance, Taels 32 to 64).
OLD MALWA, per picul $550
(Allowance, Taels 32 to 88).
NEW PATNA, (without choice) per chest ... $550
OLD PATNA, per chest $565
NEW BENARES, (without choice) per chest $540
NEW BENARES, (bottom) per chest. ..... $491½ to $496½
NEW PERSIAN (best quality) per picul. $640
OLD PERSIAN (best quality) per picul..... $500
OLD PERSIAN (second quality) per picul... $550 to $575

CHINA COAST METEOROLOGICLA REGISTER.

6th October, 1888.—At 4 p.m.

STATION	Barometer Red. to 32 and level of sea.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.76	52	...	SE	3	b	...
Tokio	29.40	...	...	NW	5	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	29.91	65	92	SSE	3	r	...
Amoy	29.96	77	86	E	1	c	...
Hongkong	.....	...	...	...	...	...	...
Haiphong	29.83	84	70	SSW	1	c	...
Bolinao	29.61	85	79	W	1	c	...
Manila	29.87	83	82	W	2	c	...

7th October, 1888 --At 10 a.m.

STATION.	Barometer Red. to 32 and level of sea.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.91	51	98	SE	2	c	...
Tokio	.....	...	...	...	...	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	29.90	66	76	E	2	cr	...
Amoy	.....	...	...	...	...	...	...
Hongkong	29.88	81	84	SW	4	o	0.02
Haiphong	29.76	82	70	ENE	1	o	...
Bolinao	29.97	86	76	SE	2	h	...
Manila	.....	...	...	...	...	...	...

The barometer has fallen along the coast. Gradients are slight for south-west winds over the China Sea and for north-west winds in northern China. A storm is raging in Japan. The weather is overcast and rather warm and damp.

[illegible] reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity if air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew wet, 7—Rain in inches, [illegible] hundredths.

W. DOBBSCE,
Hongkong Observatory, 7th October, 1888.

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register).

To-day.	
Barometer—9 a.m.	29.92
Barometer—1 p.m.	29.86
Barometer—4 p.m.	29.84
Thermometer—9 a.m.	80
Thermometer—1 p.m.	81
Thermometer—4 p.m.	81
Thermometer—9 a.m. (Wet bulb)	79
Thermometer—1 p.m. (Wet bulb)	79
Thermometer—4 p.m. (Wet bulb)	78
Thermometer—Maximum	81
Thermometer—Minimum (over night)	78

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. Co.'s steamer *Saghalien*, with the French mail of 8th ultimo, left Saigon on Sunday, the 7th inst. at 2 a.m, and may be expected here on or about Wednesday, the 10th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with American mail of 19th ultimo, has arrived at Yokohama, and will leave for this port on the 10th instant.

THE CANADIAN MAIL.

The Canadian Pacific steamer *Albany*, with the Canadian mail, left Yokohama on the 4th instant, *viâ* Kobe and Shanghai for this port.

STEAMERS EXPECTED.

The steamer *Strathleven*, from New York, left Singapore on the 3rd instant, and is expected here on the 9th.

The Ocean Steamship Co.'s steamer *Cyclops*, from Liverpool, left Singapore on the 4th instant, and is due here on the 10th.

The P. & O. S. N. Co.'s steamer *Lombardy*, from Bombay, left Singapore on the 4th instant, and is expected here on the 10th.

The 'Glen' line steamer *Glenfinlas*, from London, left Singapore on the 6th instant, and is expected here on the 12th.

Shipping.

ARRIVALS.

KAISOW, British steamer, 1,934, G. Castle, 6th Oct.,—Singapore 1st October, General.—Arnhold, Karberg & Co.
CARRIER DOVE, British bark, 1,026, A. Forsyth, 7th Oct.,—Kobe 16th September, General. —Order.
TRIUMPH, German steamer, 674, P. Moos, 7th October,—Manila 4th October, Sugar.—Wieler & Co.
FOKIEN, British steamer, 509, J. Lewis, 7th October,—Tamsui 4th October, and Amoy 6th, General.—D. Lapraik & Co.
WINGSANG, British steamer, 1,517, A. de St. Croix, 7th October,—Calcutta 21st Sept., Penang 28th, and Singapore 1st October, General.—Jardine, Matheson & Co.
DIAMANTE, British steamer, 514, Cobban, 7th Oct.,—Manila 5th October, General.—Russell & Co.
KWONGSANG, British steamer, 985, Sellar, 7th October,—Whampoa 7th October, General. —Jardine, Matheson & Co.
NESTOR, British steamer, 1,269, J. S. Thompson, 7th Oct.,—London, *viâ* Singapore 1st Oct., General.—Butterfield & Swire.
VISAYAS, Spanish steamer, 406, J. de Ajubita, 8th Oct.,—Manila, *viâ* Amoy 4th October, General.—Ban Ho.
ALWINE, German steamer, 400, Samuelsen, 8th Oct.,—Pakhoi 3rd October, and Hoihow 7th October, General.—Wieler & Co.
CHOW-CHON-FOO, German steamer, 797, W. Wendt, 8th Oct.,—Whampoa 8th October, General.—Chinese.

CLEARANCES AT THE HARBOUR OFFICE.

Kaisow, British steamer, for Shanghai.
Augusta, German bark, for Iloilo.
Frejr, Danish steamer, for Touron.
Taiyuan, British steamer, for Auckland, &c.

DEPARTURES.

October 7, *Choysang*, British steamer, for Swatow, &c.
October 7, *Electra*, German steamer, for Singapore.
October 7, *Fidelio*, German str., for Tientsin.
October 7, *Namoa*, British steamer, for Swatow, &c.
October 7, *Tetartos*, German steamer, for Singapore.
October 7, *Hector*, British str., for Shanghai.
October 7, *Kutsang*, British str., for Whampoa.
October 7, *Anna Berthia*, German bark, for Tamsui.
October 7, *Lady Harewood*, British steamer, for Iloilo.
October 8, *Melita*, German str., for Hoihow.
October 8, *Picciola*, German str., for Chefoo.
October 8, *Satellite*, British cruiser, for a cruise.
October 8, *Yangtsze*, British str., for Shanghai.
October 8, *Taiyuan*, British steamer, for Auckland, &c.
October 8, *Kwongsang*, British steamer, for Swatow, &c.

PASSENGERS—ARRIVED.

Per *Carrier Dove*, bark, from Kobe.—Mrs. A. Forsyth.
Per *Kaisow*, str., from Singapore.—150 Chinese.
Per *Fokien*, str., from Tamsui, &c.—Captain and Mrs. Nunes and maid, Mr. Heighington, and 8 Chinese.
Per *Wingsang*, str., from Calcutta, &c.—425 Chinese.
Per *Diamante*, str., from Manila.—104 Chinese and 2 sailors.
Per *Nestor*, str., from Singapore, &c.—80 Chinese.
Per *Alwine*, str., from Pakhoi, &c.—41 Chinese.
Per *Visayas*, str., from Manila, &c.—10 Chinese.

DEPARTED.

Per *Namoa*, str., for Swatow.—Captain Williams and Mr. W. C. Kuhrmeyer. For Amoy. —Mrs. Harmon, Messrs. F. Hempel and A. J. Cross.
Per *Abyssinia*, str., for Amoy.—Mr. T. Covill. For Foochow.—Rev. N. Sites, Mrs. Sites and 2 children, and Rev. Sie Sek Ong. For Victoria.—Mr. and Mrs. Woo Kim Yin, Mr. and Mrs. Chian Sing Kai and 3 children, and Mr. and Mrs. Lee Tin Poy and daughter. For San Francisco. —Mr. Tompkins. For Pacific Coast.—73 Chinese.

REPORTS.

The British steamship *Diamante* reports that she left Manila on the 5th instant. Had fine clear weather with light north to north-east winds and smooth sea.

The British steamship *Wingsang* reports that she left Calcutta on the 21st ultimo, Penang on the 28th, and Singapore on the 1st instant. Had fine weather throughout.

The British steamship *Fokien* reports that she left Tamsui on the 4th instant, and Amoy on the 6th. Experienced light north-east to south-east winds and fine weather throughout. In Amoy, the steamship *Namkiang*.

The British steamship *Kaisow* reports that she left Singapore on the 1st instant at 8 a.m. In the middle of China Sea experienced light north-east winds throughout the passage and fine weather with high barometer.

The British steamship *Nestor* reports that she left London, *viâ* Singapore on the 1st instant. Had fine calm weather all the way. Light north-easterly winds towards Hongkong. On the 4th instant, passed the bark *Comet*, showing Q.D.F.L., of Bremen, in lat. 10 deg. north and long. 110½ deg. east.

Post Office.

A. MAIL WILL CLOSE

For Foochow.—Per *Fook-ching*, to-morrow, the 9th instant, at 9.30 A.M.
For Straits and London.—Per *Moyune*, to-morrow, the 9th instant, at 11.30 A.M.
For Kobe and Yokohama.—Per *Benvenue*, to-morrow, the 9th instant, at 3.30 P.M.
For Amoy and Manila.—Per *Diamante*, to-morrow, the 9th instant, at 3.30 P.M.
For Tientsin and Newchwang.—Per *Chow-chow-foo*, to-morrow, the 9th instant, at 3.30 P.M.
For Saigon.—Per *Duburg*, to-morrow, the 9th instant, at 4.30 P.M.
For Bangkok.—Per *Kong Beng*, on Wednesday, the 10th instant, at 10.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

AMPHITRITE, Austro-Hungarian steamer, 2,486, L. Lemesich, 4th Oct.,—Trieste, and Singapore 28th September, General.—Austro-Hungarian Lloyd's S. N. Co.
BENVENUE, British steamer, 1,497, Thomson, 1st Oct.,—Singapore 22nd Sept., General.—Gibb, Livingston & Co.
CRUSADER, British steamer, 674, Ogston, 25th Sept.,—Manila 22nd Sept., General.—Soey Sing.
DAFILA, British steamer, 536, Neilson, 3rd Oct., —Sourabaya 19th Sept., Sugar and General.—Ah Yon.
DUBURG, German steamer, 921, C. F. Bertelsen, 4th Oct.,—Bangkok 24th September, Rice. —Melchers & Co.
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
FREJR, Danish steamer, 397, C. A. Lund, 5th Oct.,—Haiphong 29th Sept., General.—Arnhold, Karberg & Co.
HEVER, German steamer, 388, Dethlefsen, 3rd Oct.,—Whampoa 3rd October, General.—Siemssen & Co.
KONG BENG, British steamer, 861, R. Jones, 4th October,—Bangkok 25th Sept., Rice and General.—Yuen Fat Hong.
LYDIA, German steamer, 1,170, G. Petersen, 5th Oct.,—Hamburg 16th August, and Singapore 26th Sept., General.—Siemssen & Co.
MOYUNE, British steamer, 1,714, J. S. Hogg, 4th Oct.,—Swatow 3rd Oct., General.—Arnhold, Karberg & Co.
NANSHAN, British steamer, 805, J. Blackburne, 5th Oct.,—Bangkok 27th October, Rice and Rosewood.—Hop Hing Hong.
OCEANIC, British steamer, 3,808, Jno. Metcalfe, 3rd Oct.,—San Francisco 8th Sept., and Yokohama 28th, Mails and General.—O. & O. S. S. Co.
PHRA CHULA CHOM KLAO, British steamer, 1,012, A. Benson, 3rd Oct.,—Bangkok 26th Sept., Rice.—Yuen Fat Hong.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
STURA, Italian steamer, 1,416, L. Caboara, 4th Oct.,—Bombay 15th Sept., and Singapore 28th, General.—Carlowitz & Co.
VERONA, British steamer, 1,876, M. de Horne, 5th Oct.,—Yokohama, and Kobe 29th Sept., Mails and General.—P. & O. S. N. Co.
VORWAERTS, German steamer, 612, J. Bruhn, 5th Oct.,—Touron 26th Sept., and Hoihow 4th Oct., General.—Wieler & Co.
ZAMBESI, British steamer, 1,563, T. R. Tiddy, 4th Oct.,—Saigon 27th Sept., Rice.—Adamson, Bell & Co.

SAILING VESSELS.

ADOLPH, German bark, 867, E. Westergaard, 5th August,—Hamburg 19th April, General.—Order.
AUGUSTA, German bark, 475, J. Jessen, 9th Sept.,—Newchwang 5th August, Beans.—Ed. Schellhass & Co.
DIONE, Norwegian bark, 764, J. Petersen, 2nd Oct.,—Sourabaya 23rd August, Sugar.—Order.
ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
FIGARO, German bark, 1,006, G. Heinzel, 6th October,—Singapore 12th Sept., Timber.—Melchers & Co.
FORTUNE, Siamese bark, 447, T. L. Soderstrom, 28th Sept.,—Bangkok 1st Sept., Rice and Wood.—Chinese.
GOLIAH, Siamese bark, 544, Chas. Simpson, 6th Sept.,—Bangkok 24th August, Wood.—Chinese.
GOV. GOODWIN, American ship, 1,459, S. Pray, 1st Oct.,—Kobe 20th Sept., Coal.—Adamson, Bell & Co.
GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 18th Sept.,—San Francisco 28th July, Flour.—Russell & Co.
HATTIE E. TAPLEY, British bark, 907, J. McConnachy, 5th Sept.,—Sandakan 15th August, Timber.—Gibb, Livingston & Co.
HEI-CHEONG, British bark, 320, T. C. Thomsen, 4th Sept.,—Bangkok 12th August, Rice and General.—Kong Tong Tai.
HONOLULU, British ship, 1,599, Leavy, 2nd Oct., —Shanghai 24th Sept., Ballast.—Melchers & Co.
JOHN MCLEOD, British ship, 1,500, J. B. Stuart, 21st Sept.,—Hamburg 20th May, General. —Siemssen & Co.
L'AVENIR, British brigantine, 351, C. Rogers, 10th Sept.,—Amoy 7th September, General. —Wieler & Co.
LUCIA, British bark, 640, Wood, 5th August,—Freemantle (W. Australia) 11th July, Sandalwood.—Order.
MONROVIA, British ship, 1,492, H. Coming, 10th Sept.,—Shanghai 29th August, Ballast.—Siemssen & Co.
NAUPACTUS, British ship, 1,399, Lovitt, 4th Oct., —Philadelphia 12th May, Kerosine Oil.—Master.
PENSHAW, British bark, 672, J. Mokay, 16th Sept.,—Philippines 23rd August, Timber. —Lane, Crawford & Co.
P. N. BLANCHARD, American ship, 1,503, M. W. Blanchard, 25th Sept.,—Hiogo (Japan) 5th Sept., General.—Siemssen & Co.
WAKEFIELD, American bark, 842, W. S. Crowell, 4th October,—New York 19th May, Kerosene Oil.—Russell & Co.
WM. H. CONNER, American ship, 1,423, Butman, 10th Sept.,—Shanghai 28th August, General.—Pustau & Co.

For Sale.

APOLLINARIS WATER.

Per Case of.....4 doz. Pints $6.00
do. .....4 „ Quarts $8.00

ALLOWANCE FOR EMPTY BOTTLES WHEN RETURNED.

$1.33.....per 100 .....Pints.
$2.66..... „ „ .....Quarts.

CALDBECK, MACGREGOR & Co.,
Sole Agents,
for Hongkong and China.
Pedder's Street,
Hongkong, 4th October, 1888. [993

MITSUI BUSSAN KAISHIA.

SOLE AGENTS FOR
THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.

Y. FUKUHARA,
Acting Manager.
Hongkong, 19th January, 1888. [105

NOW READY.

THE PRAYA RECLAMATION SCHEME.

A FULL ACCOUNT of the proceedings in connection with this gigantic undertaking, reprinted from the *Hongkong Telegraph*. With plan of the city of Victoria, showing the intended Reclamation.

PRICE.....ONE DOLLAR.

To be obtained at Messrs. KELLY & WALSH, LD.; Messrs. LANE, CRAWFORD & Co.'s; and Mr. W. BREWER'S.
Hongkong, 12th July, 1888.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Strathleven	New York	October 9th	Adamson, Bell & Co.
Lombardy	Bombay	October 10th	P. & O. S. N. Co.
Cyclops	Liverpool	October 10th	Butterfield & Swire.
Saghalien	Marseilles	October 10th	Messageries Maritimes.
Glenfinlas	London	October 12th	Jardine, Matheson & Co.
Albany	Vancouver	October 13th	Adamson, Bell & Co
City of Rio de Janeiro	San Francisco	October 16th	Pacific Mail S. S. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Bokhara	P. & O. S. N. Co.	Oct. 10th, at noon.
London, via Suez Canal	Moyune	Arnhold, Karberg & Co.	To-morrow, at noon.
London, via Suez Canal	Prometheus	Butterfield & Swire	October 13th.
Marseilles, via Saigon, &c.	Ava	Messageries Maritimes.	Oct. 17th, at noon.
Bremen, & Ports of Call	Neckar	Melchers & Co.	Oct. 28th, at 10 a.m.
Genoa, via Bombay, &c.	Stura	Carlowitz & Co.	Oct. 13th, at noon.
Trieste, via Straits, &c.	Amphitrite	Austro-Hung. Lloyd's Co.	Oct. 11th, at noon.
San Francisco, via Y'hama	City of Rio de Janeiro	Pacific Mail S. S. Co.	Oct. 27th, at 3 p.m.
San Francisco, via Y'hama	Oceanic	O. & O. S. S. Co.	Oct. 17th, at 3 p.m.
Vancouver, B.C., via K., &c.	Albany	Adamson, Bell & Co.	Oct. 25th, at 3 p.m.
Sydney and Melbourne	Tartar	Gibb, Livingston & Co.	Oct. 10th, at 4 p.m.
Sydney, Melbourne, &c.	Ghazee	Gibb, Livingston & Co.	Quick despatch.
Singapore, via S'dakan, &c.	Memnon	Butterfield & Swire	About Oct. 15th.
Bangkok	Kong Beng	Yuen Fat Hong	Oct. 10th, at noon.
Yokohama, via N'saki, &c.	Verona	P. & O. S. N. Co.	Oct. 13th, daylight.
Yokohama and Hiogo	Lydia	Siemssen & Co.	Oct. 10th, at 4 p.m.
Kobe and Yokohama	Benvenue	Gibb, Livingston & Co.	To-morrow at 4 p.m.
Nagasaki, Kobe, &c.	Cyclops	Butterfield & Swire	October 13th.
Shanghai, Kobe, &c.	Saghalien	Messageries Maritimes.	About Oct. 10th.
Shanghai, via Amoy	Nestor	Butterfield & Swire	Oct. 10th, daylight.
Manila, via Amoy	Diamante	Russell & Co.	To-morrow, at 4 p.m.
Haiphong	Frejr	Arnhold, Karberg & Co.	To-morrow, daylight.
Swatow, Amoy, &c.	Fokien	Douglas Lapraik & Co.	To-morrow, daylight.

Intimations.

PIANOS FOR SALE. **A. HAHN,** PIANOS ON HIRE.

PIANOS TUNED AND REPAIRED.

MY
DANCING CLASSES
WILL BE RE-OPENED,
ON
THE 1st OCTOBER NEXT.

All Applications or Orders please address to

No. 22, ELGIN STREET,
or c/o HONGKONG HOTEL.

Hongkong, 25th September, 1888. [957

W. POWELL & CO.

JUST RECEIVED AN ENTIRELY NEW STOCK OF

IRON and Brass Bedsteads and Infant's Cots. Spring Mattrasses. Hair Mattrasses. Rattan Mattrasses. Wool Mattrasses. Pillows, Bolsters, and every description of Bedding and Bedroom Furniture.

N.B.—We import our Hair direct from England and guarantee the cleanliness and purity of all Mattrasses made at our establishment.

Mattrasses teased and renewed on shortest notice.

W. POWELL & CO.

VICTORIA EXCHANGE,
Hongkong, 24th September, 1888. [6

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS

No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS.

IMPERIAL CHAMPAGNE,
LA GRANDE MARQUE.

FLENSBURG STOCKBEER,
ENGINEERS AND BLACKSMITHS' TOOLS
AND EVERY KIND OF SHIP'S
STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 1st January, 1885. [85

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARETS. BURGUNDY, HOCKS, CHAMPAGNES.
BRANDIES, WHISKIES.
"EMPIRE" ALE and STOUT.
MACHINERY, GAS ENGINES, "EMPIRE" LUBRICATORS.
SINGER'S SEWING MACHINES.
COOKING STOVES, SCALES.
PAINTS, OILS and VARNISH.
BICYCLES and TRICYCLES.
JUVENILE VELOCIPEDE HORSES and TRICYCLES.
BICYCLE WHEELS for JINRICKSHAS.
SODA WATER MACHINERY.
JEYE'S SANITARY COMPOUNDS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 29th September, 1888. 11

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 1st October, 1888. [976

FOR SALE,
WHOLESALE AND RETAIL,
WATERBURY WATCHES,
the Handiest, Cheapest, and Best Time-keepers invented.
$8 PRICE THREE DOLLARS EACH $8
REPAIRS NEVER EXCEED 50 CENTS for each Watch.
THE MITSUI BUSSAN KAISHIA,
(Sole Agents in Japan and China for the Sale of the above Watches,)
10, QUEEN'S ROAD CENTRAL,
Opposite Marine House.
Hongkong, 29th August, 1888. [813

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
No. 8, Queen's Road Central. [607

A. G. GORDON & CO.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
CORNER OF PEDDER STREET AND PRAYA.

STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 3rd September, 1888. [41

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [604

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881. [636

FOR SALE.

GERMAN BEER.

BRAUEREI "ZUR EICHE," KIEL
$7.25 per Case of 4 Dozen Quarts.
9.00 „ 8 „ Pints.
EDUARD SCHELLHASS & CO.,
Sole Agents,
Hongkong and China.
Hongkong, 3rd May, 1887. [463

Intimations.

THE
CHINA ENGINEERING
COMPANY.

Contractors or Agents

FOR

THE CONSTRUCTION & EQUIPMENT of RAILWAYS.
NARROW-GUAGE and PORTABLE RAILWAYS.
ROAD TRAMWAYS and WIRE-ROPE MOUNTAIN TRAMWAYS.
WIRE-ROPE MOUNTAIN MINERAL TRAMWAYS.
The ERECTION and MAINTENANCE of TELEGRAPHS.
SUBMARINE CABLE LINES.
The CONSERVANCY of RIVERS and the CONTROL of FLOODS.
The DESIGN, CONSTRUCTION and DEVELOPEMENT of CANALS.
HARBOUR WORKS, SEA WALLS and BREAKWATERS.
The IMPROVEMENT and DEEPENING of TIDAL HARBOURS.
The CONSTRUCTION of FORTIFICATIONS and LAND DEFENCES.
The TORPEDO DEFENCE of RIVERS and HARBOURS.
ELECTRICAL and CONTACT SUBMARINE MINES and FISH TORPEDOES.
The DESIGNING, BUILDING and ARMING of UNSINKABLE ARMOUR-CLAD FLOATING-BATTERIES, FAST CRUISERS and TORPEDO BOATS.
MUNITIONS of WAR, GUNPOWDER and DYNAMITE.
The DESIGNING and BUILDING of UNSINKABLE COMMERCIAL STEAMSHIPS of any dimensions, speed, draft of water or capacity, and propelled by PADDLE WHEELS, SINGLE, DOUBLE or QUADRUPLE SCREWS or STERN WHEELS.
The RECLAMATION of WASTE LANDS.
STEAM DREDGING MACHINES.
IRRIGATION WORKS.
The DEVELOPEMENT of PRODUCTIVE INDUSTRY.
The OPENING and MANAGEMENT of MINES.
MINING and MINERAL DRESSING MACHINERY.
IRON or STEEL BRIDGES, WHARVES and GODOWNS.
FIRE-PROOF BUILDINGS.
The ESTABLISHMENT of FACTORIES, and MILLS.
IRON and STEEL WORKS.
ARTESIAN WELLS, DEEP WELLS and all PUMPING MACHINERY.
BRICK TEA PRESSING MACHINERY.
SULPHURIC ACID WORKS.
EARTH and ROCK BORING MACHINERY.
The CONCESSIONS for PUBLIC or PRIVATE WORKS.
ENGINEERING MONOPOLIES or SUBSIDIES.
TUBULAR FLOATING DOCKS.
MACHINERY of every description connected with Engineering Science and Industrial Enterprise in all its branches.
SURVEYS made and Estimates and Plans submitted for proposed works on terms to be obtained on application to

H. SMITH BIDWELL,
Secretary.
Temporary Offices:—MACAO.
Macao, 1st October, 1888. [981

THE STEAM LAUNCH COMPANY, LIMITED.

THE Steam Dispatch Launch

"BONNIE,"

is now lying off Pedder's Wharf for Hire.
For terms apply to
THE COMPANY'S OFFICE,
1, Pedder's Street.
Hongkong, 12th September, 1888. [899

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. „ half hour.
4 to 8 „ „ quarter of an hour.
Down Cars between 8 & 10 A.M. for 1st Class Passengers only.

SUNDAYS,

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets are sold in the Cars: Five-Cent Coupons and Reduced Tickets at the Office of

MACEWEN, FRICKEL & Co.,
General Managers.
VICTORIA EXCHANGE,
50 & 52, Queen's Road,
Hongkong, 17th August, 1888. [395

NOTICE.

FROM the 1st of November next, the SHANGHAI BUTCHERY will be prepared to supply BRAWN, LARD in BLADDERS, FRESH and PICKLED ENGLISH PORK, SAUSAGES, &c.

ALSO,

BEEF in JOINTS and CORNED, BLACK PUDDINGS, PORK and GAME PIES.

S. R. GALE.
Shanghai, 21st September, 1888. [982

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